

Kacie Walker, Amber Castleman, Amber Bailey, Anne Russell, Samantha Hoadwonic, Megan Chesney, Hannah Porter, Alice O'Brien, Maria Frebis, Morgan Lester, Courtney Clark, Breana Thomas, Donté Souviney, Brittany Pendergrast, Ashia Terry, Jessica Ayers, Mary Beth Canterberry, Megan Kelley, Taylor Lee, Casey Clark, Kelsey Choate, Dené Souviney, Leslie Cope, Tara Greer, Amy Russell, Megan Quinn, Rachel Albritton, and Katie Brown.

IN HONOR OF JAY LENO

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 2, 2009

Mr. KUCINICH. Madam Speaker, I rise today in honor of Mr. Jay Leno, whose comedic talent charmed audiences across the nation, as he steps down as host of the Tonight Show after seventeen seasons. As Americans tuned in every night, Jay's hilarious insights and observations whisked away our worries, if only for a brief time.

Jay began his career in night clubs across the country, perfecting his stand-up routine. As his career took off, he earned small roles in TV and film, but hit the comedic goldmine in the early eighties when he was invited to perform on The Tonight Show Starring Johnny Carson and Late Night with David Letterman. For many years, Jay served as Johnny Carson's permanent guest host. Following Carson's retirement, Jay debuted as the new host of the Tonight Show on May 25, 1992. His work has been honored numerous times with several awards and nominations, including his Emmy win in 1995.

Beyond his professional success and achievements, Jay Leno's character has not changed. A humble man with a compassionate heart and strong sense of responsibility toward others, both Jay and his wife, Mavis Nicholson Leno, have consistently avoided the fanfare and flashing lights of celebrity, working behind the scenes to further the causes of many charities and humanitarian efforts. Mavis is the Chair of the Feminist Majority's Foundation's Campaign to Help Afghan Women and Girls, and has been an outspoken advocate and activist on behalf of women's rights in America and around the world. Jay has consistently invested his time, talents and resources on behalf of several charities. He has a record of supporting our men and women in the military, and has made countless free appearances to audiences made up of families and individuals in need, including most recently, laid-off auto workers in Detroit, Michigan.

Madam Speaker and Colleagues, please join me in honor and recognition of Mr. Jay Leno as he steps down as host of the Tonight Show with Jay Leno. From his commitment to social service and various causes behind the scenes, to making us laugh day after day, Jay Leno's contributions continue to lift the heart and soul of our entire nation, one joke and one kind gesture at a time.

HONORING THE HISTORY OF THE MAD RIVER AND LAKE ERIE RAILROAD

HON. JIM JORDAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 2, 2009

Mr. JORDAN of Ohio. Madam Speaker, I am honored to commend to the House the work of the Champaign County Bicentennial Historical Marker Committee and the West Central Ohio Port Authority to promote the history of the Mad River and Lake Erie Railroad.

The Mad River and Lake Erie Railroad was chartered by the State of Ohio in 1832, making it both the first chartered railroad in Ohio and the first to be built west of the Allegheny Mountains. Groundbreaking ceremonies took place in 1835 in Sandusky, attended by General William Henry Harrison (the first of eight Presidents to hail from the Buckeye State) and Ohio Governor Joseph Vance.

By 1848, more than 130 miles of track were completed from Sandusky to Springfield at a cost of roughly \$1.75 million. Urbana resident John H. James, who served as treasurer of the railroad, was instrumental in securing lines of credit to fund rail construction and early operations of the line.

The rail line was eventually expanded to tie in with the Little Miami Railroad, allowing for continuous rail service from Lake Erie to the Ohio River through western Ohio.

After numerous mergers, the Mad River and Lake Erie Railroad ultimately became part of Conrail, which has since been divided between the Norfolk Southern Railway and CSX Transportation. The West Central Ohio Port Authority acquired portions of the old Mad River track in 1994 to ensure continued freight rail service between Bellefontaine and Springfield.

On June 6, two historical markers celebrating the history of the line will be dedicated in Urbana. I am honored to join the Champaign County Bicentennial Historical Marker Committee, the West Central Ohio Port Authority, and Bellevue's Mad River and Lake Erie Museum in commemorating this event.

HONORING THE MEMORY OF THOMAS R. ALLEN, JR.

HON. MIKE QUIGLEY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 2, 2009

Mr. QUIGLEY. Madam Speaker, I rise today to honor the memory of a great and respected Chicagoan, Thomas R. Allen, Jr., who recently passed away at the age of 85. Thomas Allen Jr. was a man who lived life to the fullest, and the friends and family he had are a testament to the quality of his character and the type of man he was.

Thomas R. Allen, Jr. was born on the 12th of February, 1924 on the West Side of the city of Chicago. He achieved his success in life through hard work and determination. He followed his own father into the bricklayers' trade after serving as a marine during World War II.

After his service, Tom became involved with Local 21 of the International Union of Bricklayers and Allied Craftworkers. He held the

position of Midwest apprentice coordinator for the union for 35 years. He traveled the region to oversee the training of young people in his profession.

It was Tom's connection to and involvement in his community that his friends will remember. He was an active member of St. Eugene's Parish. Not only had he served as an usher for 55 years, he also served as a youth basketball coach and a member of the Big Brother program. He had a smile and kind word for everyone.

Tom's top priority was always his family and the love and support they provided him was most important in his life. In 1948 he married his high school sweetheart, Irene Feehan, and together the couple raised eight children. His family includes their daughter, Barbara Wiemhoff and her husband John, their daughter, Nancy Cullerton and her husband Tim, and their sons; Thomas III and his wife, Janis, James and his wife, Lin, Dan and his wife, Sue, Patrick and his wife, Laura, and Terrence and his wife, Jean; 26 grandchildren and four great-grandchildren. After a long illness, Irene passed away in 1997.

Madam Speaker, Thomas R. Allen, Jr. ("the real Tom Allen") was an inspiration to all who knew him. I wish to express my deepest condolences to his family, and may God bless the Allen family and the memory of a man who was truly loved by his family, his friends, and his community.

FAA REAUTHORIZATION ACT OF 2009

SPEECH OF

HON. PATRICK J. TIBERI

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 21, 2009

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 915) to amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2009 through 2012, to improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes:

Mr. TIBERI. Mr. Chair, I am submitting the exchange of letters between Ways and Means Committee Chairman CHARLES B. RANGEL, Representative JOHN B. LARSON and myself regarding the tax treatment of fractionally-owned aircraft."

HOUSE OF REPRESENTATIVES,

Washington, DC, May 21, 2009.

Hon. CHARLES B. RANGEL,
Chairman, Committee on Ways & Means, Longworth House Office Building, Washington, DC.

DEAR CHAIRMAN RANGEL: We write to you regarding the tax treatment of fractionally-owned aircraft and ask that you carefully consider this issue as you continue work on H.R. 915, the FAA Reauthorization Act of 2009.

Under current law, fractional aviation is treated as commercial aviation for taxation purposes. However, the Federal Aviation Administration treats fractional aviation as non-commercial, general aviation operations for regulatory purposes. We believe that the current Federal tax law should be modified so that, going forward, it properly reflects this regulatory treatment. In addition, we recommend that an appropriate adjustment